AFFAIRS OF THE RAILWAYS.

The Situation with the O., I. & W. There seems to be but little question as to the Big Four syndicate shortly taking control of the Ohio, Indiana & Western, and, in fact, it would not be a surprise any day to the officers of the O., I. & W. to hear that Austin Corbin had resigned as president of the company and that M. E. Ingalls had been elected president. This can be done without any adjustment of the indebtedness. The Corbin party have agreed to dispose of the road upon terms proposed by Mr. Ingalls. They are to reorganize the company as they please, and the Big Four undertakes an operating lease guaranteeing to the Ohio, Indiana & Western company a minimum sum and a percentage of any increase above that sum which may accrue. The deal is based upon the earning capacity of the road and not at all on its cost, and the line is so situated that it can be operated by the Big Four to a much greater advantage than as an independent road. The Big Four will lease the road much after the plan of the lease of the Cairo & Vincennes; only in the latter case they guarantee the interest on a certain bonded indebtedness, while with the O. I. & W. the benefits which the company derive from its earnings will depend wholly on the earning capacity of the line. As the road now stands its bonded indebtedness is about \$31.818 per mile. the road now stands its bonded indebtedness is about \$31,818 per mile,
divided up as follows: \$1,000,000 of preferred
stock, and \$500,000 which is ahead of the
first mortgage bonds, which was issued for
improvements. In both cases the bonds
draw 7 per cent. interest, and under both
mortgages is issued accrued interest certificates for overdue coupons of the I., B. &
W., having a lien next to the bonds, with
the provision that all surplus earnings in
each year over operating expenses and interest on the preferred bonds shall go to retire these certificates, they to be drawn by
lot. Next comes the first mortgage bonds,
amounting to \$6,500,000, which draw but 5
per cent. interest; following this is \$2,000,amounting to \$6,500,000, which draw but 5 per cent. interest; following this is \$2,000,-000 of income bonds, which draw interest only after all other interest claims are settled, coming in ahead of dividends. C. E. Henderson, general manager of the road, states that he does not know when the property will be turned over to the Big Four syndicate, but thinks it settled that it will be within a short time. It has been up-hill work for years to handle the road. He and

into effect, as there is not a road in the country which was more crippled in its earning capacity than was the O., I. & W., It having, practically speaking, no connection or alliance to work heartily with it. The C., W. & M. Changes Hands. Special to the Indianapolis Journal.

work for years to handle the road. He and

the other officials of the road knew it was

impossible for the road to earn its operat-

ing expenses and full fixed charges, and it has been made more difficult to do so

since the interstate-commerce law went

WABASH, Ind., Sept. 23 .- It is semi-officially stated that the much-talked-of transfer of the controlling interest in the stock of the Cincinnati, Wabash & Michigan railroad was effected to-day, certificates to the amount of \$1,750,000 being turned over by President J. P. Wade and two stockholders to the Mackey syndicate. No change in the management of the line is contemplated, at least for a year, and the work of building the connection with the Evansville & Rushville road between Anderson and Rushville, forty miles, will be

Personal, Local and General Notes. The Wabash road is starting out well. Its net earnings for July are officially reported at \$132,000 over those of July, 1888. George Tozzer, late purchasing agent of the Biz Four road, has been appointed to a similar position on the Chesapeake & Ohio

The C., C., C. & St. L. (Big Four) is in the market for 100 stock cars, and will probably place an order for 500 box cars within the next ten days. Benjamin Burrows, who has been ap-

pointed chief of the advertising bureau of the Union Pacific, was formerly the Amer-ican consul at Dublin, Ireland. It is quite evident that the Chicago, Burlington & Northern has succeeded in

securing enough roads east of Chicago to prorate with it to make cut rates all over Yesterday the shops of the Pennsylvania

here and at other points in the State com-menced running full-handed and ten hours. Even the Saturday half holiday has been John Wise has just commenced his thir-

tieth year as a passenger conductor on the Terre Haute & Indianapolis road, and his appearance now indicates that he will run thirty years longer. This is another of the harvest excursion

days, and the excursionists are much more numerous than on either of the former excursions the present year. There will be but one more, on Oct. 8.

Joseph Sanger, ex-secretary and treasurer of the Yard-masters' Mutual Benefit Association, who some months ago went East for the benefit of his health, returned yesterday, much improved.

The passenger conductors on the Van-dalia say that in years of service they have never seen the through and local travel

The Pullman Company is experiencing the best year in its history. The annual report to July 31 has just been made up. and it shows surplus earnings of \$2,250,000 over all expenses and dividends paid in

The Indianapolis car-works yesterday commenced on the last 250 box-cars which they are building on a contract for 500 cars for the Missouri, Kansas & Texas road. They are now turning out cars at the rate of twenty a day. The Trans-missouri Association an-

that period,

nounces that tourist tickets for Utah, Mon-tana, Arizona and Idaho will be on sale the year round with a ninety days' limit, except in the case of Arizona, where the limit will be six months. The Union Pacific has just received from

the St. Charles car-works seventeen new parlor cars of superior build, and has placed an order with the same works for twelve more passenger coaches, and four baggage and four mail cars.

One of the tourists' sleeping cars of the Northern Pacific will be standing on the spur track west of the Union Station to-day, and is well worth seeing. The car is sent here to take out a special party to-morrow over the L., N. & A. & C. road.

C. A. Lucas, of Toledo, O., Western agent of the Lackawanna fast-freight line, is stopping in the city a day or two, looking after the interests of the line. W. L. Bowlus, traveling freight agent of the Wabash, is also in the city on official business.

The mileage which the American Ex-press Company and the Wagner Car Company cover is being largely increased by the deal of the Big Four syndicate, and in nearly every case it is the United States Express Company which is the loser in

The Wabash people claim to be running the fastest freight train run in this country, it making the run from St. Louis to Toledo in twenty hours and forty-five minutes, reaching destination with as much regularity as do their express pas-

The Illinois Central road owns, at Mound Junction, the point where it strikes the new Cairo bridge, 370 acres of land, which is to be covered with improvements. Quite extensive shaps and a forty-stall round-house are to be built there, and stock-yards of large capacity.

On Friday last there were handled at the Indianapolis live-stock yards 132 car-loads of cattle, which is said to have been the biggest cattle day in the history of the yards. Thus far this month there has been handled about the same number of car-

loads of hogs as in September, 1888. One who has investigated the matter states that it is the Wheeling & Lake Erie interest which is figuring to secure control of the Cincinnati, Hamilton & Dayton. The Sidney Dillon syndicate owns the Wheeling & Lake Erie, and has already considerable interest in the C., H. & D.

W. A. Spotts has been appointed commercial agent of the Wabash at Cincinnati. Mr. Spotts but a few years ago entered rail-

seriously ill for some weeks, is reported much better, and will soon be able to at-tend to his usual duties. Mr. Buckley is one of the best known railroad men in the

middle States territory. A. E. Schrader, general freight and passenger agent of the Ohio Valley road, is making a good record, and the road is becoming a valuable one to Evansville. As on most roads of its length (ninety-nine miles) there is a lack of equipment, and as connections now have use for all their equipment, the Ohio Valley has difficulty

General Passenger Agent Bronson, of the Ohio, Indiana & Western, takes exceptions to the interview with President Ingalls published so extensively, to the effect that the O., I. & W. has been carrying business at such low rates as to demoralize business. He says that the reports will show that the O., I. & W., the last two years, has secured better rates per mile per passenger carried than has the Big Four or the boastful Pennsylvania.

General Manager Burgeon, of the Terre Haute & Peoria road, was in the city yesterday. He states that this company now operates 176 miles of road, 144 of which is laid with good steel rails, and in good condition physically. The equipments of the road are now getting into first-class shape. The company has just let the contract to build a new iron bridge over Mackinac river, 210 feet in length, resting on stone abutments

The shipments of flour, grain and provisions from Chicago to the seaboard by the lines in the Central Traffic Association, last week, aggregated 21,399 tons, against 19,762 for the week previous, an increase of 1,637 tons, and against 24,368 for the corresponding week last year, a decrease of 2,969 tons. The Vanderbilt lines carried 50.5 per cent. of the total business; the Pennsylvania lines, 19,5; the Chicago & Grand Trunk, 21.9, and the Baltimore & Ohio, 8.1.

The Pennsylvania Railroad Company is trying a new plan for ventilation of passenger coaches on their Pennsylvania limited train between New York and Chicago. It is a substitute for the wire screens formerly used, and consists of a frame crossed by narrow bars carrying rows of hair or bristles, horse hair preferably. The hair is said to admit the air freely while effectually straining it of dust, cinders, and even smoke. A square frame is used in the end windows, but the usually oblong shapes are used to place beneath the partly raised windows on the sides of the car.

Four ten-wheel passenger engines have recently been received by the Chesapeake & Ohio road, built after designs prepared by Wm. Garstang. superintendent of motive power, who was formerly with the Bee-line at Brightwood. President Ingalls has auat Brightwood. President Ingalls has authorized Mr. Garstang to purchase twenty freight locomotives for the same road. President Ingalls has also instructed Wm. Turreff, superintendent of motive power of the Big Four, to purchase from the Brooks locomotive-works ten mogul freight engines and five switching engines. The Cleveland division of the Big Four is badly in need of new freight and switching engines.

It is believed that, in due time, the C., C. C. & St. L. (Big Four) will have an independent line into Chicago. It now uses some sixty miles of the Illinois Central to get into Chicago, and the Illinois Central is entirely too old-fogyish in its management to suit the Ingalls management. Then, the accommodations which the Illinois Central give the Big Four at Chicago are very unsatisfactory. A gentleman, in a position to know, says that the company is loading for the South, over C., C., C. & St. L. (Big Four) an average of twenty car-loads of local freight, and the through business runs up to sixty cars a day. This official expresses the opinion that with only a fair show in the way of accommodations the busi-ness of the Big Four at Chicago could be doubled.

The chief of the inspection and weighing bureau has given orders to establish a bu reau at Terre Haute. These bureaus may be all right, but there is a growing feeling among shippers that they are too arbitrary, and are injuring business at many points in Indiana where they have been established. What hurts most is that shippers of poultry, for instance, who do business through here, are shipping their products as of old, guessing the weight, and are given a good deal of advantage over the Terre Hante. deal of advantage over the Terre Haute, the Indianapolis or the Vincennes shipper. Said one shipper yesterday: "It is some-what singular that these inspection and weighing bureaus have been established only at points where the Pennsylvania has sharp competition."

THE VETERANS RETURNING.

Those Who Attended the Wilder Brigade Reunion Speak in Praise of Their Treatment.

The veterans of this city who attended the reunion of Wilder's Brigade at Chattanooga are returning, dropping in by twos and threes, and giving enthusiastic accounts of what they saw and heard, and of the hospitality with which they were received. Capt. George W. Johnston, who returned on Sunday, speaks of his trip and the reunion in a general way as "a glorious time," and on the slightest provocation opens up with an interesting chapter of particulars. "I was in the Fourth Indiana battery, and was for a time attached to over the line as heavy, day after day, as it has been since the first day of April, this warm-hearted soldier, and when we got there we found he had secured a building big as Yohn's block our accommodation. The basement was fitted up as a dining-room, the first floor for an audience-room and the upper floor for sleeping-rooms to accommodate five hundred old soldiers, all at his own expense. He is an Indianian to be proud of. The barbecue that was spread for the visitors, those who fought on either side, was set in a piece of ground as large as University Park. This was inclosed with ropes, and two lines of Tennessee and Georgia militia kept the crowd out. There was an abundance of oxen, sheep and pigs roasted whole, and the crowd was hungry when the dinner was announced at 3 o'clock in the afternoon. Everything was on a big scale. Before each soldier at the table, whether he wore the blue or the gray, was laid a brier-wood pipe, upon which was duly inscribed the words, 'The pipe of peace.' There was room at the tables for five thousand people, and I think they were all there. The barbecue took place on Friday. They are not used to handling great crowds by railroad as we are but they did fairly by railroad as we are, but they did fairly well, and we must take the will for the deed. The Southerners were a good lot of fellows, and I didn't find but one who did not say that it was a good thing the South was defeated. I happened to be near the table where General Rosecrans and Gov. Gordon, of Georgia, atc. A large pig, roasted whole, was brought and placed before them, and a number of Southerners picked General Rosecrans up very suddenly and seated him astride the porker amid shouts of laughter. The old General kept

his seat on the pig until the excitement subsided, but refused to give the speech that was demanded, the speech-making having taken place before dinner." Victor M. Backus, who conducted the excursionists from this city to Chattanooga, returned vesterday. He is a veteran of Company D. Seventeenth Indiana, Wilder's Brigade. "We were met," he remarked to a Journal reporter, "with a very sad accident on our arrival-the killing on the 18th inst. of D. H. Greer, of Princeton, a veteran of Company H. Seventeenth Indiana. He was trying to walk up the mountain when the train struck him. We started from Indianapolis with 465 persons, about fifty of whom were women, wives of soldiers. When we got to Chattanooga I had 519 persons in charge, and we got there without a mishap or a man left by the train. It was a very imposing procession as we stretched out from the depot at Chatta-nooga, and we were greeted by cheer and cheer from the people who thronged the

"One of the most touching incidents of the reunion was the presentation of the old battle-flag of the Seventeenth Indiana by Henry Tutewiler to General Wilder. It was the flag we had carried at Chickamauga, Hoover's Gap, Dalton, Resaca, New Hope Church, Peach Tree Creek and Atlanta, back to Rome and Terrapin Creek, but left at Kingston as worthless. It seems that mr. Spotts but a few years ago entered railroad service as a messenger boy for the
road at Lafayette, Ind., and from that position was steadily advanced, showing excellent business capacity. He takes hold
in his new position Oct. 1.

L. E. Buckley, who holds the responsible
position of purchasing agent of the Baltimore & Ohio road, and who has been

at Kingston as worthless. It seems that
Tutewiler had picked it up and sent it
home, keeping it until this reunion. General Wilder was given a great surprise
when Tutewiler took the old flag and
placed it in his hands, and the relic was
presented him. The tears rolled down our
old commander's cheeks, and there was not
a dry eye anywhere. Then General Wilder

Auctioneers.



"THE BEST IS THE CHEAPEST."

MANY persons are under the impression that Ivory Soap is expensive, and intended for the use of the wealthy only. The fact is, the price is lower than for ordinary soaps, quality considered, for in the "Ivory" no "cheapeners" or "makeweights" are used, so the buyer gets all "true soap" for her money. Its harmlessness, durability and efficiency admit of its being used for all purposes with equal satisfaction and economy in the families of the rich or poor.

A WORD OF WARNING.

There are many white soaps, each represented to be "just as good as the 'Ivory';" they ARE NOT, but like all counterfeits, lack the peculiar and remarkable qualities of the genuine. Ask for "Ivory" Soap and insist upon getting it.

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had a little surprise for us he introduced the man who, had a little surprise for us as he introduced the man who, it seems, had been our guide, and had led us across the river to take part in the battles about Chattanooga. His name is William Crutchfield, and he was a loyal Tennesseean, having narrowly escaped death for denouncing Jeff Davis. But he escaped to the Union lines, and was of great service to General Wilder. General Thomas made Crutchfield a major and his chief of scouts. At the reunion he was made an honorary At the reunion he was made an honorary member of the Wilder Brigade, and decomember of the Wilder Brigade, and decorated with a badge. He presented our boys with one hundred and fifty canes cut from the Chickamauga field, where our brigade had stood the terrible charge of the rebels. Crutchfield lives five miles out of Chattanooga, between the fields of Chickamauga and Missionary Ridge, and is a very wealthy man. Burney, the chief of Wilder's scouts, was also there. He had a vivid recollection of the field, and he showed us where Col. Eli Lilly's battery did such fearful slaughter. This part of the field is now covered by a vineyard.

now covered by a vineyard.

"Fifty-three of us old soldiers had a steamboat-ride down the Tennessee river as guests of B. F. Rogers, a confederate soldier. We went a distance of fifty-five miles, and the trip was full of interest. We went over to Nickajack cave, where the rebels made immense quantities of saltpeter during the war. Several of us had been in there when we wore the blue, but knew nothing of the beauties of the cave as now shown us by Mr. Rogers, as we went in a distance of several miles."

Mr. Backus wears a decoration of the Army of the Cumberland, which was put upon his coat by General Rosecrans, he having been chosen by General Wilder as a working representative of the brigade in

that organization. Real Estate Transfers.

Instruments filed for record in the recorder's office of Marion county, Indiana, for the twentyfour hours ending at 5 P. M., Sept. 23, 1889, as furnished by Elliott & Butler, abstracters of titles, Hartford Block, 84 East Market street: James H. Baldwin to Florence Miller,

lot 44, Allen's north addition.

Robert C. Light to Daniel Jones, lots 9,
10 and 29, Light's Broad Ripple subdivision.

Daniel Jones to Louis Day, lots 9, 10, and 29, Light's Broad Ripple sub-350.00 Willard W. Hubbard to John Hoefgen, lots 8 and 9, Hubbard's South Me-ridian-street addition..... 200.00 Wm. H. Houston to George F. Pfingst, lot 1, outlot 12... August Schmidt to Charles Eckert, lot 17, VanBlaricum's subdivision, part 500.00 of outlot 121.

J. Augustus Lemcke to Frederick W. Eggert, lot 15, block 26, Beaty's ad-James H. Baldwin, administrator, to Willam Bartenick, lot 235 Fletcher's second addition, Brightwood. John P. Findley to J. F. Findley, lots 33 and 34, Walker's Sunnyside ad-225.00 150.00

650.00 lot 9, Clark's third addition, West Indianapolis...... Solon H. Neligh to Lucinda Wilkinson, 550.00 . part of the west half of the northeast quarter of section 20, township 16, range 3, containing 15 acres..... William Phillips to Lucinda Wilkinson, part of the west half of the northeast quarter of section 20, township 16, range 3, containing 1,100.00

750.00

Jacob A. Krumrine to Sarah A. Eaton, south half of lot 126, Julian et al.'s addition, Irvington.

Lawson A. McCurdy to John B. McCurdy, north half of the northwest quarter of section 25, township 17, Isaac C. Walker to George E. Winn, lots 7 and 9, block 3, Walker's East Ohio-street addition John McCormack to William E. Ringer, part of the southeast quarter of the northeast quarter of section 26, township 17, range 3, containing 2 acres John Campbell to George Tansel, onethird part of part of southwest quarter of section 28, township 16,

trustee Wayne township, part of south half of southeast quarter of section 31, township 16, range 3, part of the southeast quarter of sec-ton 17. township 15, range 4, con-taining 1 and 93-100 acre..... 250.00 Joseph H. Clark to Samuel Robbins. lot 131, Clark's first addition, West 350.00 Edward H. Eldridge to Jas. E. Riley, 600.00 200.00 James W. Wands to Wilhelm Meyer, part of lot 36, Fletcher's second Brookside addition. 150.00 James W. Wands to Carrie Meyer.

part of lot 36. Fletcher's second William T. Steel to Martha A. Mount-joy, lot 95, Parker et al.'s subdivision of lots 106 to 110, Fletcher's 200.00 lot 88, Wasson & Co.'s Heighland August Kutzner to James H. Lamb, lot 24, Bobbs's addition...... James H. Lamb to August Kutzner, lot 26, Bobbs's addition... August M. Kuhn to David W. Weddel, lot 62, Kappes's subdivision of the northeast part of southwest quarter of section 13, township 15, range 3

Conveyances, 31; consideration....\$23,575.00 Why We Welcome Winter. Kansas City Times. The flannel shirt season is over.

PATTERSON-Charles W. Patterson, Sept. 22, 1889. Funeral Tuesday, Sept. 24, at 2:30 p. m., from

AUCTION SALE. A UCTION SALE OF THE ST. CHARLES HO-tel furniture, bar fixtures, etc.—Remember the sale on Friday morning next, at 10 o'clocx, at the hotel, North Illinois st. GUSTIN & MCCURDY, Auctioneers.

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M. Penn. St., When Block, Opp. Postoffice. REDMAN, HEER & OSBORN, Principals and Proprietors. Best course of Business Training. Book-keeping, Business Practice, Banking, Short-hand, Type-writing, Penmanship and English Branches. Experienced instructors. Patronized by best people. Individual instruction. Open all year. Students enter any time. Educate for lucrative positions. Time short. Expenses moderate. Business men call on us for help. Most highly recommended. Write for full information. Catalogue free.

CLASSICAL SCHOOL, INDIANAPOLIS, INDIANA. The fourteenth year will begin September 16. Pre-pares boys for college, scientific schools, and for busi-ness. A few boys will be taken into the family of the principal. L. R. BAUGHER, the principal, may be seen or addressed, for the present, at 74 East Wal-nut street.

CLASSICAL SCHOOL Eighth year opens September 16. Prepares for the Harvard Annex and for all women's colleges. Excellent courses in Music and Art. Handsome accommodations for boarding pupils. Send for catalogue. Theo. L. Sewall and May Wright Sewall, Principals, may be consulted at their residence, 343 North Pennsylvania st., Indianapolis, Ind.

HTE INDIANAPOLIS CONSERVATORY OF MUSIC Will open in September with a full corps of well-known talented instructors. Extended courses in all departments of instrumental and vocal music.

Address. for catalogue, etc.,

JAMES LYON, 477 North Pennsylvania st., cor. St. Joe st.

Thirty-sixth year begins Sept. 18th. Best facilities and thorough instruction in all branches. English, Scientific and Classical; also in Music and Art. Most beautiful and healthful location fifteen miles north of Cincinnati. Address Bev. L. D. POTTER, D.D., Glendale, Ohio.

MISS ALICE ROSS

will open her Art Class and Studio, Oct. 1. Instruc-tions given in branches of Art, 246 North Illinois st. TRAINING SCHOOL OF ENPRESSION-PAN-tomimic, vocal, articulate, When Block, Indianapo-lis. Fifth year begins Tuesday, Oct. 1. Advanced methods: thorough training. LUCIA JULIAN MARTIN, Principal.

Miss Bright's School for Boys and Girls. Will open SEPT. 16, 1889, at 355 North Illinois st., where Miss Bright can be seen after Sept. 1.

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SUDLOW & MARSH, Managers, 90¹2 E. Market St., for Indiana, Ohio. Kentucky, Tennessee and West Virginia for the Provident Savings Life Assurance Society of New York. Sheppard Homans's plan of pure life insurance, unmixed with banking, a

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WANTED-Reliable local and traveling salesmen. Positions permanent. Special inducements now; fast-selling specialties. Don't delay. Salary from start. BROWN BROS., Nurserymen, Chicago, Ill. WANTED—Salesmen at \$75 per month salary and expenses, to sell a line of silver-plated ware, watches, etc., by sample only; horse and team furnished free. Write at once for full particulars and sample case of goods free. Standard Silverware Co., Boston, Mass.

WANTED-MALE HELP. WANTED - FREIGHT CAR BUILDERS-AT OHIO, FALLS CAR CO., Jeffersonville, Ind. WANTED-TWO RELIABLE. ENERGETIC W agents. Salary from start—or commissions for local man. L. P. THURSTON & CO., Empire Nurseries, Rochester, N. Y.

WANTED-AGENTS. LADIES! Write for terms. \$3 sample corset free to agents. Lewis Schiele & Co., 390 Broadway, N.) WANTED-MISCELLANEOUS.

TYANTED-TWO FURNISHED ROOMS FOR light housekeeping. Address A. B. W., Journal FOR RENT.

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To LOAN-Private funds on farm and city property. Large loans on business property, 6 per cent. STANTON & SCOTT, 34 2 North Delaware st. M ONEY TO LOAN ON FARMS AT THE LOW. M est market rate; privileges for payment before due We also buy municipal bonds. THOS. C. DAY & CO., 72 East Market street, Indianapolis.

ANNOUNCEMENTS. DARIS ACCORDIAN PLEATING, 50 CENTS per yard. 17 East North street. MISS MERRILL'S CLASSES IN ENGLISH Oct. 7, 1889.

DRESS-MAKING-BY A LADY OF LARGE D experience, who guarantees satisfaction in fit and finish. All work, whether inside or outside of garments, must bear critical inspection. Call at 402 North New Jersey street. A STROLOGER — MRS. DR. ELLIS NEVER fails to tell life's history correctly by the planets, where to go, what to do for success, health and happiness, gives information on all subjects. If sick or in trouble consult the Doctor at once. 23 East Michigan street, Can be consulted by letter. Local Section of Schools and Section of Public Schools until 12 m., Friday, Sept. 27, for furnishing a temporary lean of \$15,000 to the Board of School Commissioners of Indianapolis. The note to be dated October 2, 1889, and payable January 31, 1890, and with interest at a rate not to exceed 6 per cent. per annum. The right is reserved to reject any or all bids. By order of the Board. J. B. CONNER, Chatrman of Finance and Auditing.

BUSINESS DIRECTORY.

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HOLLIDAY & WYON, Wholesale Manufacturers of Coupe, Surrey, Buggy and Express HARNESS. No. 77 South Meridian street, Indianapolis, Ind. Price List sent the trade on application.

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SAFE-DEPOSIT VAULT

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Absolute safety against Fire and Burglar. Finest and only vault of the kind in the State. Policeman day and night on guard. Designed for the safe-keeping of Money, Bonds, Wills, Deeds, Abstracts, Silverplate, Jeweis, and Valuable Trunks and Packages, etc.

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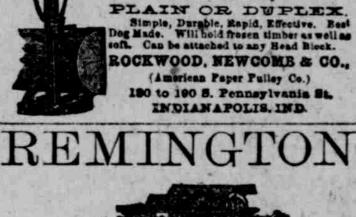
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Over 20,000 feet put up in Indianapolis during 1888. Cheap, everlasting and ornamental. OFFICE AND FACTORY, 22 BIDDLE STREET.

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MILL AND ELEVATOR BUILDERS, Indianapolis, Ind. Boller Mills, Mill-gearing, Belting, Bolting-cloth, Grain-cleaning Machinery, Middlings-purifiers, Portable Mills, etc., etc. Take street-cars

RAILWAY TIME-TABLES. DENNSYLVANIALINES-THE DIRECT AND POPULAR PASSENGER ROUTES. Trains leave and arrive at Indianapolis as follows; PANHANDLE BOUTE—EAST.

Leave for Pittsburg & N. Y. 4:30 am, 3:00 pm, 5:10 pm

"Richmond & Columbus 9:00 am, 4:00 pm

Ar. from N. Y. & Pittsbg. 11:40 am, 6:50 pm, 10:20 pm

"Columbus, Richmond, etc., 9:40 am, 3:50 pm

Sleepers to Pittsburg and New York without change. CHICAGO DIVISION.

Leave for Chicago and Northwest 11:35 am, 11:20 pm
Arrive from Chicago and Northwest 3:25 am, 3:15 pm

J., M. & L. R. B .- SOUTH. ville & the South 4:00 am, 8:45 am, 3:25 pm, 6:25 pm v'le & the South 10:00 am, 11:25 am, 5:45 pm, 10:55 pm

I. & V. R. B .- SCUTHWEST. Cairo Express, Arrive...... 5:00 pm

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